

North Carolina Department of Transportation
I-440 Interchange Improvements at Glenwood Avenue Project

Facilitated Listening Session

Tuesday, September 25, 2018

6 p.m. to 8:30 p.m.

Martin Middle School

1701 Ridge Road

Raleigh, NC 27607

Room 2136 Session

Transcription by:
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1 SPEAKER: All right. This is Rebecca
2 Jackson, and we are in room P1 -- or PF1.10 and
3 this is the NCDOT listening session. We welcomed
4 everyone to the room, got to know each other a
5 little bit. And now what we're going to do is kind
6 of walk through some of these questions. All
7 right? And this is again our opportunity to lift
8 our voices into the room. We're going to make sure
9 that we're very respectful, we get diverse
10 opinions. My role is to make sure that your voices
11 are heard and captured appropriately here so that
12 we can relay this information to the NCDOT and
13 their design folks. Okay? Any questions? All
14 right.

15 So let's get started with question number
16 one. With one word, and let's think about that
17 word for a minute, describe what is the most
18 important thing to you, or your household or
19 business, that must be considered as this project
20 moves forward? So with one word, like, what's the
21 most important thing that NCDOT should consider?
22 Yes?

23 SPEAKER: Safety.

24 SPEAKER: Okay.

25 SPEAKER: Thank you.

1 SPEAKER: Walkability.

2 SPEAKER: Walkability. Okay.

3 SPEAKER: Congestion.

4 SPEAKER: Congestion.

5 SPEAKER: My word is neighborhood.

6 SPEAKER: That's a great word.

7 SPEAKER: That's a good word, too.

8 SPEAKER: Can I use his word?

9 SPEAKER: Uh-huh.

10 SPEAKER: Ah, are you all just trying to
11 make sure everybody gets it, right? Neighborhood.
12 Very good. Okay. That is the most important
13 thing. And what I'm going to do is I'm going to
14 place this over here, so we can make sure we're
15 going to remember that. All right.

16 So question number two. What do you
17 believe is needed to ensure the safety of your
18 family, the people who live in the area, and the
19 people that travel through the area? So if you
20 think about the projects, and the project area that
21 she just described, what do you think is needed to
22 ensure that safety? One of the words that we came
23 up over here as to what was most important.

24 SPEAKER: It has to be one word?

25 SPEAKER: No. No, no, no, no.

1 SPEAKER: No. I was like --

2 SPEAKER: That was just for this one.

3 SPEAKER: I was like, ah -- that's too
4 hard.

5 SPEAKER: No, no, this is where you get
6 to [inaudible].

7 SPEAKER: I don't think I'm going to
8 enjoy this project.

9 SPEAKER: Well, no, let me really think
10 about it. It's not like Words with Friends. This
11 one would be a card set. So yeah, like, what --
12 what do you think -- let's -- let's think about
13 that a minute. So think about the project area.

14 SPEAKER: We can give more than one,
15 right?

16 SPEAKER: Yes. You can tell me whatever
17 -- So let's get some input from -- from anybody as
18 to what you feel is most needed to ensure that
19 safety. Go ahead.

20 SPEAKER: Cut-through traffic, which
21 equals [inaudible], so reduction or minimizing of
22 cut-through traffic.

23 SPEAKER: Okay. So you would like to see
24 this reduced?

25 SPEAKER: Reduced, or certainly not

1 increased. Yes. Or maintained.

2 SPEAKER: Reduced, and certainly --
3 uh-huh -- not increased. Okay.

4 SPEAKER: There was a cut-through driver
5 that took out my mailbox.

6 SPEAKER: There was a cut-through driver
7 that took out Hank's fence last year, too.

8 SPEAKER: Yeah.

9 SPEAKER: A cut-through driver took out
10 --

11 SPEAKER: [Inaudible] Mr. Hank to
12 [inaudible].

13 SPEAKER: Yeah, yeah.

14 SPEAKER: -- mailbox.

15 SPEAKER: Driving too fast. And -- and

16 SPEAKER: Yeah, and -- and -- and had --
17 and had -- had taken out other --

18 SPEAKER: -- and they were up on the
19 sidewalk.

20 SPEAKER: -- oh yeah.

21 SPEAKER: -- I mean, it was ten feet from
22 where it usually is.

23 SPEAKER: Oh, I know. I know.

24 SPEAKER: Jack --

25 SPEAKER: Yeah. [Inaudible] stop

1 [inaudible].

2 SPEAKER: -- this is heartless though.

3 SPEAKER: So that's a clear -- that's a
4 clear example is what you're telling me, that -- is
5 that right?

6 SPEAKER: That was --

7 SPEAKER: Like a clear example of that
8 cut-through traffic and safety?

9 SPEAKER: Yes, because I said, you know,
10 where do you live? And she said, oh, I don't live
11 anywhere near here, and, you know, so it was --

12 SPEAKER: May I give an example of
13 cut-through traffic, too, to tell the story a
14 little bit?

15 SPEAKER: Sure. One minute -- didn't
16 live there.

17 SPEAKER: Sure.

18 SPEAKER: I want to make sure I at least
19 capture that on -- on the -- that -- that they'll
20 get that, the whole story, but I want to make sure
21 I capture it but go ahead.

22 SPEAKER: Yeah. So -- I -- it's -- it's
23 been my observation that cut-through traffic
24 happens all the time, but especially rush hour,
25 morning and afternoon, you'd expect increased

1 traffic morning and afternoon -- I got that. But
2 there's a different tenor to the traffic, and there
3 is a different composition to the traffic, in the
4 afternoon and the morning. In the -- in the -- in
5 the rush hours going to and from work and things
6 like that, it -- it tends to be -- want to be
7 faster, but it's not because it gets really
8 congested. But the other thing is you see a lot
9 more trucks. I'll see dump trucks; I'll see
10 delivery trucks. And in the morning, they're
11 headed to the south. In other words, they're
12 getting off the Beltline, trying to get downtown
13 someplace. In the evenings, they're headed out in
14 the -- in other words; they've been downtown,
15 they're trying to avoid the Beltline --

16 SPEAKER: In -- now, let me -- hang on.
17 In the morning, they're going in which direction?

18 SPEAKER: Into town.

19 SPEAKER: And --

20 SPEAKER: And in the evenings, they're
21 coming out of town. And you -- you can observe
22 these patterns on regular basis. But also, I think
23 what's happening there is they're trying to avoid
24 the Beltline and Wade Avenue at Blue Ridge Road.
25 So they're using this as a cut-through to try to

1 get out of the Beltline faster. But it's a -- the
2 -- the composition is very, very different, so it's
3 clearly cut-through. Now, I will tell you, coming
4 down here tonight, walking up, I saw a logging
5 truck, for Christ's sake. What was a logging truck
6 doing on Ridge Road, you know, headed out of town?
7 Now, yes, it could have been clearing a lot, and
8 yes, it could have -- all this sort of stuff. This
9 was an empty logging truck headed out of town.

10 SPEAKER: It did its business and it was
11 out.

12 SPEAKER: You know? So it's -- you know,
13 we're seeing that type of thing. So to the point
14 about cut-through traffic, it's not only the volume
15 and the speed, but we're also seeing the mix is
16 very different.

17 SPEAKER: Volume, speed and mix.

18 SPEAKER: Speed and mix.

19 SPEAKER: I think that's um, a really
20 good way to summarize that is different, in the --
21 in the rush hour traffic -- in the rush hour
22 traffic.

23 SPEAKER: Right. You absolutely see it.

24 SPEAKER: Okay. Very good. Okay. How
25 about these guys? What do you think? These two.

1 SPEAKER: The -- the -- I think that's
2 it. I mean, that's the exact concern. I mean, the
3 project is the reduce the congestion around
4 Glenwood Avenue, and the concern is that that's
5 going to be done by moving some of that traffic
6 onto Ridge Road.

7 SPEAKER: It's a big concern. So -- so
8 you're saying that by reducing -- remember, I don't
9 know this -- I don't know the area, so this
10 completely good.

11 SPEAKER: Exactly. Yeah.

12 SPEAKER: So by reducing that traffic
13 your -- your concern is that it's going to increase
14 the traffic?

15 SPEAKER: Yes.

16 SPEAKER: It's going to -- it's going to
17 move --

18 SPEAKER: There is -- they're going to
19 move it --

20 SPEAKER: It's going to move it to your
21 area?

22 SPEAKER: Yes.

23 SPEAKER: Yeah.

24 SPEAKER: It's going to be below from
25 where it is now.

1 SPEAKER: It's being funneled away from
2 Glenwood, onto the side streets.

3 SPEAKER: That -- this -- yeah. This
4 questions about safety, so we'll -- I'll answer it
5 in terms of safety. And -- and if that has a case
6 then, we have how many students on Lacy? How many
7 students on Harden?

8 SPEAKER: Right. I mean, that's my
9 biggest safety concern.

10 SPEAKER: Right.

11 SPEAKER: Right.

12 SPEAKER: You know? And -- and plus, the
13 -- plus the preschool's over here, and the, you
14 know, that sort of thing. And so there are a lot
15 of students walking around up and down Ridge Road,
16 that is one concern. And it's just the -- the idea
17 that it becomes less safe for kids and everyone
18 else, with fast-moving, heavy vehicles. And if
19 that were to be increased in some way, you, by
20 definition, reduce the safety.

21 SPEAKER: Because a student's already
22 been hit, from Martin, as a pedestrian.

23 SPEAKER: So it was a pedestrian?

24 SPEAKER: He was a pedestrian, yeah. And
25 he was hit by a car. I don't know --

1 SPEAKER: What -- on what road?

2 SPEAKER: [Inaudible] school. I don't --
3 it was -- it -- it was a Martin student walking
4 home near Ridge Road, but I don't know where. I'm
5 sure it's reported somewhere, but --

6 SPEAKER: And it's not just Ridge Road,
7 too -- I mean, it's --

8 SPEAKER: Yes, it's all the students
9 walking.

10 SPEAKER: -- all these -- and it's all
11 these neighbor -- these neighborhoods that are,
12 sort of, adjacent to this area --

13 SPEAKER: At least what I'm telling you
14 -- make sure that the traffic --

15 SPEAKER: Uh-huh. So it's not just --

16 SPEAKER: -- pushed into those
17 neighborhoods.

18 SPEAKER: Right, right.

19 SPEAKER: Yeah. It's not just the Ridge
20 Road.

21 SPEAKER: Right.

22 SPEAKER: It's all -- all the
23 neighborhoods.

24 SPEAKER: So, Rebecca, as long as you
25 don't mind us repeating some of these same things

1 for every question you ask, 'cause all of these are
2 -- all of these are -- are -- are core related.

3 SPEAKER: Yeah. No, it will --

4 SPEAKER: Because if this is a safety --

5 SPEAKER: -- it will have a different
6 perspective --

7 SPEAKER: Right.

8 SPEAKER: -- and I think that's how
9 they're designed, is so that you think of things a
10 little differently, but keep your same, you know,
11 you come to -- with your same -- with your
12 perspective, not what you're hearing or that kind
13 of thing.

14 SPEAKER: Right.

15 SPEAKER: But -- but these are really
16 great personal examples of what they're trying --

17 SPEAKER: Yeah.

18 SPEAKER: -- and the feedback they're
19 trying to get.

20 SPEAKER: Yeah.

21 SPEAKER: But as a kindergartner and a
22 seventh grader that both walk to and from school
23 every day --

24 SPEAKER: Okay.

25 SPEAKER: -- and I've had the crossing

1 guard get hit out in the crosswalk, with the stop
2 sign --

3 SPEAKER: With the --

4 SPEAKER: -- at Ridge and Lake Boone.

5 SPEAKER: Uh, they got in trouble, didn't
6 they?

7 SPEAKER: They -- she did not. She did
8 not do a good job, and she did not call the police
9 or notify --

10 SPEAKER: Oh, really?

11 SPEAKER: Because she was not injured.

12 SPEAKER: Who got hit? Wait a second.

13 SPEAKER: She was physically -- made
14 contact -- so --

15 SPEAKER: [Inaudible].

16 SPEAKER: Which one got -- the crossing
17 guard?

18 SPEAKER: The crossing guard. No, the
19 crossing guard.

20 SPEAKER: Crossing guard.

21 SPEAKER: The crossing guard got hit, but
22 didn't report it?

23 SPEAKER: Right.

24 SPEAKER: Okay.

25 SPEAKER: We don't have that crossing

1 guard anymore, but it is -- a --

2 SPEAKER: Oh, that's not fair.

3 SPEAKER: -- hit by a car.

4 SPEAKER: It's not the regular one that's

5 out there.

6 SPEAKER: It was the blonde woman that

7 was there last year.

8 SPEAKER: Yeah. I remember [inaudible].

9 SPEAKER: I can't remember her name right

10 now.

11 SPEAKER: [Inaudible].

12 SPEAKER: She was very nice, but she had

13 no -- she did understand the light cycles.

14 SPEAKER: All right. So --

15 SPEAKER: But --

16 SPEAKER: Yes. I see your hand.

17 SPEAKER: I just wanted to say, I guess

18 -- one -- another information session that we went

19 to, they were talking about the different levels of

20 -- of roads --

21 SPEAKER: Uh-huh.

22 SPEAKER: -- and where Ridge Road was.

23 SPEAKER: Uh-huh.

24 SPEAKER: And I guess for me, I just want

25 to be sure that Ridge Road doesn't get elevated to

1 that next level. I want to keep it, sort of, as a
2 neighborhood street -- road, whatever. I don't
3 know -- I don't know what the -- the terminologies
4 are, but --

5 SPEAKER: Non-state-maintained.

6 SPEAKER: But -- I -- I just want to be
7 sure it doesn't get elevated to that next level and
8 have the potential to be widened and have
9 [inaudible] --

10 SPEAKER: So I'm going to put, keep
11 neighborhood road. I heard that.

12 SPEAKER: Yup.

13 SPEAKER: Right.

14 SPEAKER: And same thing with 1-Eden
15 [phonetic]. I mean --

16 SPEAKER: Yeah.

17 SPEAKER: I think Glen Eden needs to
18 [inaudible].

19 SPEAKER: Yeah.

20 SPEAKER: No -- no widening?

21 SPEAKER: No -- definitely no widening.

22 SPEAKER: No widening and no, you know --

23 SPEAKER: Increase --

24 SPEAKER: -- no aims to increase traffic
25 on that road.

1 SPEAKER: So -- so let -- let's make if I
2 can make this statement while you're busy writing,
3 Rebecca. And -- and -- and you're a good
4 facilitator because we can actually read your
5 writing, so congratulations.

6 SPEAKER: I don't know. I -- I'm -- I'm
7 thinking as I get lower, it gets a lot more
8 messier.

9 SPEAKER: Yeah. I understand. I
10 understand. Here -- here -- here's an issue, I'd
11 like to bring up the -- the -- the Glenwood Avenue,
12 but I'd also like to bring up the -- the project
13 that is actually south of that, which you don't
14 know anything about.

15 SPEAKER: Nope.

16 SPEAKER: Which is another project to
17 widen 440 South toward Cary. And they're -- the
18 DOT has already announced plans to start that, and
19 they got that funded, and design and all that sort
20 of stuff. What I -- I would like to say is that
21 these two projects are very close to one another,
22 and each project, I believe, has a potential to
23 impact the neighborhoods around them. And even the
24 project that we're not talking about, tonight, to
25 the south of us. I would suggest, strongly to DOT,

1 that they look at both of these projects together
2 from a standpoint of what's going to happen when we
3 start building? What's going to the outflow? What
4 are the unintended consequences? Not just looking
5 at the Glenwood Avenue project and what are the
6 unintended consequences, but the consequences of
7 the one they're getting ready to start next year.

8 SPEAKER: The Wade 440?

9 SPEAKER: The Wade 440 thing. Because I
10 believe these projects are --

11 SPEAKER: [Inaudible].

12 SPEAKER: -- it's got a different number,
13 I don't know what they're calling it. But the --
14 that also has the potential to have backflow, if
15 you will, or unintended consequences on all these
16 neighborhood roads.

17 SPEAKER: So this is Wade 440?

18 SPEAKER: It's a 440 widening for Wade
19 Avenue south. Is that right?

20 SPEAKER: Yeah, yeah. That's exactly
21 right.

22 SPEAKER: So what I --

23 SPEAKER: That's going to be a mess.
24 Right?

25 SPEAKER: -- wrote is concern for the

1 plans.

2 SPEAKER: For us, sure.

3 SPEAKER: For NCDOT other project to the
4 south look at both projects, could have unintended
5 consequences; Wade 440 widening.

6 SPEAKER: So I -- I'm basically
7 suggesting, don't look at that project in isolation
8 from the Glenwood Avenue 440 project, especially in
9 terms of traffic flows. How -- what's going to
10 happen during construction? That sort of thing.

11 SPEAKER: Right.

12 SPEAKER: I have to believe that they're
13 so close together and we're so close to Wade Avenue
14 that we're going to have some --

15 SPEAKER: Directly in between the two
16 projects.

17 SPEAKER: We're directly between the two
18 projects --

19 SPEAKER: Yeah.

20 SPEAKER: -- and -- so as your looking at
21 detours, as your looking at all sort of stuff. And
22 there may be something they can do in the Glenwood
23 440 project that would alleviate some of that.

24 SPEAKER: Uh-huh.

25 SPEAKER: But I'd hate for them to not

1 even consider it.

2 SPEAKER: Right.

3 SPEAKER: You see what I'm saying?

4 SPEAKER: Yes, 'cause you -- your
5 thinking of them as two projects siloed.

6 SPEAKER: Right.

7 SPEAKER: And you're hoping that they're
8 not --

9 SPEAKER: Right.

10 SPEAKER: -- looking at them in a siloed
11 way that they would look at it from a holistic
12 perspective.

13 SPEAKER: Right. That's correct. It
14 just -- especially as effects the -- the side
15 streets.

16 SPEAKER: So I'm going to put holistic
17 perspective. Okay. I think we've completed this
18 one, are we good? That's a lot; I'm not going to
19 hide it though. We're going to place it over here.

20 SPEAKER: It's just that it is on safety.
21 Just one comment --

22 SPEAKER: Sure.

23 SPEAKER: --that, you know, like I was
24 saying before you started the recording, that my
25 10-year old does cross Ridge Road from -- at that

1 sharp corner to go visit her friend. Who's Hank's
2 [phonetic] granddaughter.

3 SPEAKER: You're right.

4 SPEAKER: Yeah. So she's back and forth
5 to visit Violet, and Violet comes back and forth as
6 well.

7 SPEAKER: Yeah.

8 SPEAKER: So there is a lot of pedestrian
9 traffic.

10 SPEAKER: A lot of pedestrian and a lot
11 of children.

12 SPEAKER: Yeah. At that [inaudible]
13 intersection.

14 SPEAKER: Actually, I don't know how
15 those -- in the morning, I don't know how those
16 traffic guards handle it with just one at each
17 corner there.

18 SPEAKER: That's tough.

19 SPEAKER: 'Cause, I mean, cars are backed
20 up, they're wanting to turn and, you know, it's
21 coming at you from all directions. I'm surprised
22 they don't have at least two down there.

23 SPEAKER: Yeah. 'Cause there aren't that
24 many places -- there aren't that many marked places
25 to cross Ridge Road, right?

1 SPEAKER: Yeah.

2 SPEAKER: Right.

3 SPEAKER: There's that trail. There's
4 another one down there that [inaudible] center that
5 there's [inaudible].

6 SPEAKER: Right.

7 SPEAKER: And that's really it.
8 Everything else, you're kind of on your own.

9 SPEAKER: Right.

10 SPEAKER: And then also, you know, 6:00
11 in the morning, there's folks out there jogging up
12 and down the road, there's walkers.

13 SPEAKER: Cyclist.

14 SPEAKER: Cyclists.

15 SPEAKER: Cyclists. I mean --

16 SPEAKER: I do not cycle on Ridge Road
17 anymore, except before 6:00 a.m.

18 SPEAKER: Yeah.

19 SPEAKER: Uh-huh.

20 SPEAKER: So --

21 SPEAKER: Okay. Walker, cyclist and
22 kids. Thank you for that. So let's move on to the
23 third question which is on is there a specific
24 valuable community asset? Something important to
25 the community and/or the neighborhood that's

1 located within this project zone that you will be
2 concerned will be impacted? So if so, what is it?
3 And how do you believe it will be impacted?

4 SPEAKER: So when you say project zone,
5 is it just the amoeba there or is it --

6 SPEAKER: Yes, it is. That's the break.

7 SPEAKER: Yeah. That's why I placed
8 that, 'cause I was concerned 'cause I didn't
9 understand that project area and I wanted to be
10 sure we all knew what that looked like.

11 SPEAKER: Yeah. So -- so I'm going to
12 immediately --

13 SPEAKER: So community asset. Go for it.

14 SPEAKER: -- I'm going to immediately not
15 answer the question, but I'll answer it, the
16 question first of all, and then go on to my second
17 and third points. But within the project area, my
18 concern would be simply the -- the neighborhood
19 quality that we have here. Tree-lined streets,
20 fairly quiet, nice neighborhoods, sidewalks, people
21 to walk on. Within the project zone on Ridge Road,
22 which would be north of Glen Eden, you've got all
23 that down there -- actually, you don't have
24 sidewalks there. So I see people walking down the
25 streets.

1 SPEAKER: In fact, that probably needs to
2 be --

3 SPEAKER: There's sidewalk on the one
4 side, just not the other.

5 SPEAKER: That [inaudible].

6 SPEAKER: [Inaudible].

7 SPEAKER: So -- so by the community
8 asset, you're -- you're saying just --

9 SPEAKER: That's not a DOT thing.

10 SPEAKER: No -- yeah.

11 SPEAKER: Yeah. Why don't you just talk
12 the about the -- the quality -- the quality of the
13 neighborhood.

14 SPEAKER: The quality of the
15 neighborhood.

16 SPEAKER: Right.

17 SPEAKER: How, when?

18 SPEAKER: And by that, you're looking --
19 just checking, double checking here. You're
20 looking at, you know, tree lines, sidewalks.

21 SPEAKER: Walkability.

22 SPEAKER: And walkability. Yeah. And
23 bikers.

24 SPEAKER: And bikers. But let me quickly
25 add that I believe that the DOT would be very

1 shortsighted if they don't look outside the project
2 zone and look for impacts there as well. I mean
3 we're not here talking about bringing in
4 earthmoving equipment and tearing up the street,
5 not that kind of thing. But we're talking about
6 the things that the construction itself, as well as
7 the result of the construction, whatever design
8 they come up with, will have outside the
9 construction zone. In -- in the -- what was the
10 second plan the community impact plan or she was
11 talking about in there.

12 SPEAKER: Yeah.

13 SPEAKER: Uh-huh.

14 SPEAKER: Yeah.

15 SPEAKER: Like you're think of the larger
16 community impact.

17 SPEAKER: Right. I believe so. Right.

18 SPEAKER: Okay.

19 SPEAKER: And that would include schools.

20 SPEAKER: Yeah.

21 SPEAKER: It would include churches.

22 SPEAKER: So you're talking about include
23 the impact.

24 SPEAKER: Right.

25 SPEAKER: For schools.

1 SPEAKER: Churches, preschools, the boy's
2 choirs down the street. You know, they've -- you
3 know --

4 SPEAKER: And the Goddard School.

5 SPEAKER: The Goddard School. They you
6 know, so -- there's a lot of that sort of thing and
7 plus the neighborhood part of the side streets
8 we're talking about.

9 SPEAKER: Yeah.

10 SPEAKER: Okay. Thank you. Let's go to
11 the middle next.

12 SPEAKER: You know, and within that --
13 within the project area there is one large piece of
14 property that's right there at the intersection
15 that's, you know, wooded. And so there is some
16 impact that they'll go in there and basically
17 clear-cut those trees.

18 SPEAKER: Which will impact the noise.

19 SPEAKER: Right.

20 SPEAKER: Yeah. Well and then, it'll
21 just -- that quality, you know?

22 SPEAKER: Uh-huh.

23 SPEAKER: Yeah.

24 SPEAKER: Yeah.

25 SPEAKER: So you're thinking maybe that

1 will have increased noise?

2 SPEAKER: Uh-huh. It certainly will if
3 you cut down acres of woods.

4 SPEAKER: Yeah. Yeah. And -- yeah. And
5 some quality.

6 SPEAKER: Uh-huh.

7 SPEAKER: All right. How about over --
8 what's --

9 SPEAKER: So we also have a connection to
10 the --

11 SPEAKER: Greenway.

12 SPEAKER: The greenway.

13 SPEAKER: Yeah.

14 SPEAKER: And I want to be sure that the,
15 our connection to the greenway is preserved or
16 improved.

17 SPEAKER: Right now, we can take that
18 greenway walk across for -- right to the mall,
19 basically.

20 SPEAKER: Uh-huh.

21 SPEAKER: Yeah. That's right.

22 SPEAKER: Take it to the mall?

23 SPEAKER: Or to McDonald's, if you don't
24 want to go to the trap.

25 SPEAKER: Yeah.

1 SPEAKER: Don't want to go all that far.

2 SPEAKER: Some adults will --

3 SPEAKER: So you're -- you're -- you want
4 the connection to the greenway should be preserved
5 and improved, taking it all the way to the mall.

6 SPEAKER: Yes. [Inaudible] the mall now.

7 SPEAKER: Yes.

8 SPEAKER: It does go to the mall now --

9 SPEAKER: Well, but yeah -- even --

10 SPEAKER: Just make sure it stays at the
11 mall, right?

12 SPEAKER: Yeah. And -- and -- and, you
13 know, it's, you know, I wouldn't want it to get
14 more perilous to make that trek to the mall, but I
15 would prefer to see it improved, you know, as part
16 of the project.

17 SPEAKER: Well, as part of the project.

18 SPEAKER: So -- and safer.

19 SPEAKER: As part of the project Blue
20 Ridge Road is in there and there is a cross in
21 there, you know.

22 SPEAKER: Yes. That's right.

23 SPEAKER: Which is not blind,
24 necessarily. From one side it could be. I mean,
25 that crossing could certainly be improved as part

1 of this project.

2 SPEAKER: Yeah.

3 SPEAKER: And what is the crossing?

4 SPEAKER: Its -- it's the greenway
5 crossing.

6 SPEAKER: At Blue Ridge.

7 SPEAKER: On Blue Ridge Road.

8 SPEAKER: Blue Ridge.

9 SPEAKER: Blue Ridge.

10 SPEAKER: Blue Ridge?

11 SPEAKER: Blue Ridge.

12 SPEAKER: Crossing for the greenway at
13 Blue Ridge.

14 SPEAKER: Uh-huh.

15 SPEAKER: Could be improved.

16 SPEAKER: Could be improved, right. You
17 could eliminate the -- just tell the DOT to
18 eliminate the gray crossing there, they'll know
19 what I mean.

20 SPEAKER: But when they --

21 SPEAKER: There's not many DOT's that
22 will do that, right?

23 SPEAKER: This is part of that project
24 though. It's in the project zone.

25 SPEAKER: Should be part, I mean it

1 should be part of it.

2 SPEAKER: Okay.

3 SPEAKER: It's in there. Yeah.

4 SPEAKER: Well so -- yeah. If it's in
5 the -- I don't know exactly where you're talking
6 about as relating to this, but --

7 SPEAKER: We're talking about right --

8 SPEAKER: Okay. Yeah. So if it's in the
9 project zone --

10 SPEAKER: Right in here.

11 SPEAKER: -- then all of that would, as I
12 understand it, would be a part possibly of design
13 'cause they said including, right?

14 SPEAKER: Right.

15 SPEAKER: Right.

16 SPEAKER: [Inaudible] --

17 SPEAKER: Right. Yes, they did. Yes.

18 SPEAKER: I believe that she said that.

19 Okay.

20 SPEAKER: Or one little --

21 SPEAKER: Yeah, yeah, yeah. Sure. Let's
22 see, can you run the asset -- so what do you think
23 an asset would be for your community? What are you
24 thinking?

25 SPEAKER: Well, it's -- it's not in that

1 -- I don't live in that zone, so I don't really
2 consider the mall my zone or my community. That's
3 my area to avoid. That's like saying --

4 SPEAKER: Oh, the project -- the project
5 zone?

6 SPEAKER: The project zone is -- you
7 don't really have to --

8 SPEAKER: Is kind of a commercial area.

9 SPEAKER: Okay.

10 SPEAKER: To avoid.

11 SPEAKER: So -- yeah. So that's an area
12 I avoid, but my community asset is the vibrancy of
13 pedestrians and cyclists and the walkability,
14 especially to and from school for me, but even just
15 as a homeowner on Ridge Road to have runners, and
16 walkers and cyclists going by my house every day is
17 one of the things that drew us to move to where we
18 are.

19 SPEAKER: We don't want to see it --

20 SPEAKER: No. So --

21 SPEAKER: We want to see it improved if
22 anything --

23 SPEAKER: Right, right.

24 SPEAKER: We don't want to see it --

25 SPEAKER: So -- so the feeling of the

1 community is -- yeah.

2 SPEAKER: Okay.

3 SPEAKER: Quaint!

4 SPEAKER: Quaint? Okay. Heard some
5 quaint --

6 SPEAKER: I don't know. I don't know.
7 I'll just do that --

8 SPEAKER: Okay. So community asset
9 walkability, bikers, runners they're the things
10 that drew me in and that's quaint. So you're
11 saying you must be from right just outside then?

12 SPEAKER: Yes.

13 SPEAKER: Right.

14 SPEAKER: Okay. All right. On Ridge
15 Road. Anything else for our community asset or do
16 you think we covered it? All right. Let's look at
17 the next one. This is really good feedback, I
18 think, it could do a lot with this. Because what
19 they'll do again is roll all of this up.

20 SPEAKER: I hope so.

21 SPEAKER: Yeah.

22 SPEAKER: I hope you do something with
23 this.

24 SPEAKER: I'm sure that they will. All
25 right.

1 So four, from your perspective what are
2 some of the most problematic traffic and pedestrian
3 problems that need to be addressed? Be specific
4 with those intersections, and direction and/or time
5 of the day. I think we hit some of this before,
6 but let's be real specific on this one. Just make,
7 kind of, a list so we -- so they are very clear
8 about what to look at. Okay?

9 SPEAKER: Are we talking about in this
10 construction zone or are we talking about --

11 SPEAKER: We're talking about the project
12 zone. So what you may have answered in question
13 two is the impact on Ridge Road.

14 SPEAKER: Yes.

15 SPEAKER: Mm-hm. So technically speaking
16 --

17 SPEAKER: But we won't speak technically
18 anymore.

19 SPEAKER: Well, Ridge Road is -- is in
20 the construction zone.

21 SPEAKER: Part of it is.

22 SPEAKER: The project is at [inaudible].

23 SPEAKER: Part of it is.

24 SPEAKER: Okay.

25 SPEAKER: So I mean --

1 SPEAKER: So let's -- let's be as
2 specific as we can to the project area, but I would
3 say lift your voices if you --

4 SPEAKER: Okay. So I would start off
5 with saying it -- that times of day that school
6 kids are walking.

7 SPEAKER: Okay. So --

8 SPEAKER: Especially in the morning when
9 it's both the commuters and the kids at the same
10 time.

11 SPEAKER: School drop offs?

12 SPEAKER: And -- it's more of the
13 walkers. Then --

14 SPEAKER: Because there are more of the
15 walkers.

16 SPEAKER: It's -- it's the -- it's the
17 pedestrians that, as I said, are already putting
18 themselves in danger to cross the street. To get
19 to school and we have an increase in cut-through
20 traffic that is going to become --

21 SPEAKER: And cut through on which
22 street?

23 SPEAKER: Ridge.

24 SPEAKER: Ridge.

25 SPEAKER: And Lake Boone because of the

1 elementary right there, but yeah -- mostly Ridge is
2 my concern.

3 SPEAKER: And Lake Boone.

4 SPEAKER: Yeah.

5 SPEAKER: And Lake Boone?

6 SPEAKER: Mm-hmm.

7 SPEAKER: Yeah. I definitely cut through
8 that street.

9 SPEAKER: Because of which school?

10 SPEAKER: Well, Lacy is the elementary
11 school --

12 SPEAKER: And then Martin.

13 SPEAKER: -- and Martin is the middle
14 school, and there are a lot of kids that walk to
15 both.

16 SPEAKER: Yeah, but also there are at
17 least -- there's at least one of any two preschools
18 along Ridge Road someplace, the Moravian Church.

19 SPEAKER: Moravian, the Baptist,
20 Highland, Methodist, and Goddard School.

21 SPEAKER: Right, right. They all have,
22 you know, so --

23 SPEAKER: They all have preschools.

24 SPEAKER: They are smaller, but they are
25 all.

1 SPEAKER: Right.

2 SPEAKER: Okay.

3 SPEAKER: And they get hit kids on the
4 way to school --

5 SPEAKER: So, that -- that's --

6 SPEAKER: It's just the elementary kids
7 walking by themselves and the middle school kids
8 walking on the company -- it's like zones.

9 SPEAKER: Right.

10 SPEAKER: So that's the school drop off
11 zones. Okay.

12 SPEAKER: So exiting off of Ridge on to
13 440 is problematic.

14 SPEAKER: Off Ridge --

15 SPEAKER: Yes.

16 SPEAKER: -- on to 440.

17 SPEAKER: Because you have to getting off
18 on Glenwood, but then you got -- and those -- those
19 two kind of [inaudible] bottoms.

20 SPEAKER: That interchange.

21 SPEAKER: Yeah. Yeah.

22 SPEAKER: It would never be designed that
23 way today, but yeah.

24 SPEAKER: Yes. I -- I mean, it's --

25 SPEAKER: So as you get off onto the

1 highway as your trying to merge left, people are
2 trying to merge right to get off onto Glenwood
3 exit? And I know that something was there --

4 SPEAKER: Essentially gridlocks.

5 SPEAKER: Yeah.

6 SPEAKER: Going to be interesting.

7 SPEAKER: And I don't even know if this
8 is in the project zone, but the interchange there
9 as you get off of 440 onto Lake Boone set as a part
10 of the project? Is that part of the project?

11 SPEAKER: It's --

12 SPEAKER: No, but they said they were
13 going to be putting it into consideration because
14 --

15 SPEAKER: Yeah.

16 SPEAKER: So that could be -- that is
17 problematic during rush hour traffic. Trying --

18 SPEAKER: Mm-hm.

19 SPEAKER: Yeah, so people don't. So they
20 go to the other two exits.

21 SPEAKER: Yeah, I stay away from those
22 exits.

23 SPEAKER: Well, and [inaudible] I don't
24 go to Lakewood Exit and I don't think most of us go
25 to Lakewood.

1 SPEAKER: I -- I don't either during
2 those times, but if you -- if -- like some of these
3 ideas floating around are they're going to cut off
4 440 flow onto Ridge Road if they cut that off now
5 -- now there's going to be more traffic pushed to
6 these other ones. So that --

7 SPEAKER: To the Boone Trail.

8 SPEAKER: So your concern --

9 SPEAKER: -- that Lake Boone [inaudible]
10 exit is already problematic.

11 SPEAKER: Yeah. So one of the --

12 SPEAKER: Access and safety at the
13 highway interchanges --

14 SPEAKER: Yes. It's definitely unsafe to
15 try and make a left-hand turn --

16 SPEAKER: Yeah.

17 SPEAKER: -- instead of getting --
18 getting off of 440, you know?

19 SPEAKER: Yeah. Because you're right,
20 one of the proposals was that the outer belt line
21 to Ridge Road would be eliminated and that traffic
22 would then move down to Lakewood Trail intersection
23 which is a -- that's a problem intersection
24 [inaudible].

25 SPEAKER: It's already --

1 SPEAKER: Okay. So let me try to
2 capture this. Proposals or concerns about
3 eliminating interchanges will have impact on
4 others.

5 SPEAKER: And -- and if I could add to
6 the Lake Boone Trail thing. Specifically, if
7 you're on Lake Boone Trail at certain hours of the
8 day, actually traffic gets backed up toward the top
9 of Lake Boone Trail -- toward Ridge Road,
10 especially in those hours -- in those hours for
11 rush hour people trying to get over toward REX
12 Hospital or -- and then people coming off and
13 there's no traffic signal down there. So then
14 people can't turn left to get on. So it -- it --
15 traffic actually, literally box -- backs up for
16 blocks down there.

17 SPEAKER: Well, I heard this great little
18 gridlock where you come off the beltline and want
19 to take a left --

20 SPEAKER: You can't turn.

21 SPEAKER: Right. Because the other
22 people are backed up trying to get on the beltline,
23 and more than once especially when I was starting
24 riding around here back when I was 16, you know, I
25 sit there and look over my right shoulder, gun it,

1 and I'm out there in the left lane and then, boom,
2 you're right in the back of somebody that's stopped
3 there waiting to get on.

4 SPEAKER: Right.

5 SPEAKER: You got to be really careful.

6 SPEAKER: So what you're describing is
7 gridlock.

8 SPEAKER: At Lake -- at the Lake Boone
9 Trail interchange.

10 SPEAKER: At Lake Boone Trail.

11 SPEAKER: That's right.

12 SPEAKER: And it's -- so to Sarah's
13 [phonetic] point earlier we're kind of between
14 these two projects. Lake Boone Trail is between
15 those two projects we talked about. And it's like
16 you can't let it fall through the cracks. It's got
17 to be part -- considered in one of these two
18 projects because it is a real problem and -- and
19 has been --

20 SPEAKER: It's insufficient already and
21 when you have increased traffic on it, you're going
22 to have accidents or fatalities.

23 SPEAKER: Which also then spills over to
24 the other streets we're talking about.

25 SPEAKER: Trying to get to Ridge from

1 440. You only have Wade or the Glenwood.

2 SPEAKER: All right. Is this correct?
3 So don't let this fall through the cracks it's a
4 real problem, must be addressed with this project.

5 SPEAKER: Yeah. Lake Boone Trail.

6 SPEAKER: Yeah. Lake Boone Trail.

7 SPEAKER: Lake Boone Trail, right. That
8 -- that means, you know, please Lake Boone Trail
9 gets backed up, no signal, hard to turn left,
10 gridlock Lake Boone Trail.

11 SPEAKER: Yup.

12 SPEAKER: All right. Good. Traffic?
13 Does that pretty much sum up or at least highlight
14 those significant areas of concern?

15 SPEAKER: I don't know.

16 SPEAKER: Well, I just have to vent a
17 little bit.

18 SPEAKER: Vent it. This is the -- this
19 is the time for that, in a very respectful way, of
20 course.

21 SPEAKER: Of course, of course.

22 SPEAKER: Of course.

23 SPEAKER: So within the study area, I
24 mean, they are interested in alleviating or
25 reducing traffic at the Glenwood/440 interchange,

1 right?

2 SPEAKER: That's how I understood it.

3 SPEAKER: So that's really the goal. So
4 that's what they are trying to accomplish?

5 SPEAKER: Mm-hm. In Glenwood in general,
6 I think.

7 SPEAKER: A -- a good chunk of that
8 traffic has come from some of the recent
9 development down there with, you know, apartment
10 complexes and condos. I mean, they are putting in,
11 you know, more cars, right? Which is kind of
12 adding to the problem, so I mean a lot of it really
13 is, you know, planning and zoning in that area just
14 hasn't been in line with the road capabilities.

15 SPEAKER: Concern that planning and
16 zoning are not aligned with the --

17 SPEAKER: The traffic, yeah. I mean that
18 highway --

19 SPEAKER: The traffic -- the current
20 traffic, or the project proposals.

21 SPEAKER: Right. I mean --

22 SPEAKER: And/or?

23 SPEAKER: Yup. Because they just put in
24 so much more, you know, residents.

25 SPEAKER: And what would you -- what do

1 you think would help mitigate your concern?

2 SPEAKER: It's just a point that you know

3 --

4 SPEAKER: It's a consideration.

5 SPEAKER: -- building more roads is sort
6 of one part, but the other part is, you know, pay
7 more attention to zoning.

8 SPEAKER: Managing them.

9 SPEAKER: Making sure that you're
10 managing your growth a little bit better than they
11 do.

12 SPEAKER: Yeah. And not just let the
13 folks with the deepest pockets do what they want to
14 with our -- the land in our community.

15 SPEAKER: Okay. Let me capture that.

16 SPEAKER: And if they wanted to alleviate
17 traffic then planning should certainly be a part of
18 that.

19 SPEAKER: Right. So manage growth and
20 not just for the folks with the deepest pockets.

21 SPEAKER: Let me just say we spent a lot
22 of time talking about Blue Ridge. They're going to
23 be also really tie-ups at Glen Eden as well. I
24 mean in -- especially in rush hour traffic is, you
25 know, you can't get through the light and --

1 SPEAKER: Glen Eden?

2 SPEAKER: Glen Eden.

3 SPEAKER: Glen Eden.

4 SPEAKER: Glen Eden.

5 SPEAKER: Glen Eden.

6 SPEAKER: E-D-E-N?

7 SPEAKER: E-D-E-N, yeah.

8 SPEAKER: Two words, yeah.

9 SPEAKER: Glen Eden. I -- so, you know,
10 there's -- there's a concern there at that
11 intersection as well, especially during heavy --
12 heavy traffic times.

13 SPEAKER: Especially during traffic.

14 SPEAKER: Traffic's coming from all four
15 directions. You're lucky if you can get through
16 the light.

17 SPEAKER: Yeah.

18 SPEAKER: I think in -- I don't think
19 there is a green arrow on Glen Eden, there is on
20 Ridge.

21 SPEAKER: North. North there is one.

22 SPEAKER: Yeah. Yeah, okay. So I mean
23 it can be really problematic there. And again,
24 I'll tie it back to all the traffic getting dumped
25 off of 440 that's coming up using that as a cut

1 through during those times or coming down using it
2 as a cut through to avoid the 440 as long as you
3 can, but maybe I can sneak in at Crabtree. You
4 know that -- that just adds to the problem.

5 SPEAKER: Yeah.

6 SPEAKER: Yeah.

7 SPEAKER: I'm going to think cut through
8 is the critical --

9 SPEAKER: Cut through is a critical
10 focus.

11 SPEAKER: -- focus, because I think we
12 certainly have good roads for our community but
13 when you add the cut through that's only -- yeah.

14 SPEAKER: Trying to avoid 440.

15 SPEAKER: That's okay I was afraid it was
16 coming through the walls somebody was yelling at
17 us.

18 SPEAKER: I was like wow the most
19 fantastic facilitator ever. It's like I've got --
20 I'm writing and talking and maybe singing in a
21 minute, right?

22 SPEAKER: They are doing good over there.

23 SPEAKER: Yeah, they are.

24 SPEAKER: They doing good.

25 SPEAKER: You -- they are excellent.

1 Okay. So Glen Eden is a concern for that
2 intersection. It's slow; the signals are
3 problematic?

4 SPEAKER: There's -- there's not a left
5 turn arrow in all directions and especially at --
6 at high traffic times. With the, again, the
7 cut-through traffic is what's causing the problem,
8 I believe.

9 SPEAKER: Right. Yeah, from the traffic
10 using this as a cut through trying to avoid getting
11 on the I-440.

12 SPEAKER: Right.

13 SPEAKER: Yeah.

14 SPEAKER: Yeah. And --

15 SPEAKER: Any other ones.

16 SPEAKER: Well, no. I think what you
17 just touched on it with the traffic thing, like, I
18 do believe they could do better with the signals.

19 SPEAKER: Yeah.

20 SPEAKER: Right.

21 SPEAKER: You know they could make them
22 specific to the times of the day.

23 SPEAKER: [Inaudible].

24 SPEAKER: You know another place you see
25 a lot of accidents is the other side of the top of

1 Glen Eden there. It's not Blue Ridge, but the next
2 road up is --

3 SPEAKER: Edwards Mill?

4 SPEAKER: Edwards Mill.

5 SPEAKER: Edwards Mill.

6 SPEAKER: Oh, yeah. That -- someone was
7 killed there last year.

8 SPEAKER: That Charles [phonetic] kid got
9 killed there a year ago.

10 SPEAKER: Right.

11 SPEAKER: Yeah. Cars get --

12 SPEAKER: Uh-huh.

13 SPEAKER: [Inaudible].

14 SPEAKER: Okay. All right. Signals need
15 to be specifically timed for the day. [Inaudible].
16 Okay. I'm going to put this traffic one here, see
17 that?

18 SPEAKER: You're lucky you got an aligned
19 group. We're all on the same page.

20 SPEAKER: I know.

21 SPEAKER: It makes this nice.

22 SPEAKER: Well, it does make it nice.

23 SPEAKER: yes.

24 SPEAKER: It makes it also quicker. So

25 --

1 SPEAKER: And also, we live in the same
2 neighborhood so -- yeah. I mean we got the same
3 [inaudible].

4 SPEAKER: I had it pretty easy. I was
5 getting concerned in there, but this is pretty
6 cool. So what additional one or two things -- so
7 this is your second crack, right? What is the
8 additional one or two things that are important
9 things for your household or business that you want
10 considered as this project moves forward? So these
11 are things that are -- it might -- it be a repeat,
12 it might be something you just want to highlight,
13 it might be an additional thing, it might be
14 something --

15 SPEAKER: Safety for students.

16 SPEAKER: -- something that really just
17 needs to be in there.

18 SPEAKER: Right.

19 SPEAKER: That we haven't covered or you
20 want highlighted.

21 SPEAKER: So safety for students, you
22 heard that.

23 SPEAKER: Safety for students and
24 pedestrians.

25 SPEAKER: Pedestrians. I'll just say

1 saying Ridge Road would be?

2 SPEAKER: Ridge Road. Ridge Road. There
3 was a plan to have --

4 SPEAKER: Ridge Road.

5 SPEAKER: -- Ridge Road continue over 440
6 and go right into Crabtree Valley Avenue.

7 SPEAKER: We definitely do not want that.

8

9 SPEAKER: We do not want that.

10 SPEAKER: We absolutely do not want that.

11 SPEAKER: And that's off the table, and
12 then I was like because that was the last plan that
13 I was working from and I was like not --

14 SPEAKER: Yeah.

15 SPEAKER: Not a chance. And -- and I --
16 I hope it's -- it's off of -- but I just want to
17 repeat that again, that would kill the
18 neighborhood. It would increase traffic. It would
19 deteriorate the safety levels of safety on -- on
20 the roads, and we just would see this, in terms of
21 quality of life in the neighborhood. And that, to
22 me, would be a case of try to fix one problem and
23 you've created another problem, you know, in doing
24 that.

25 SPEAKER: Absolutely. Yeah.

1 SPEAKER: So no direct access to Crabtree
2 Valley is something that is absolutely, in big bold
3 letters, do not do. Absolutely, do not do.

4 SPEAKER: Do not affect -- do not affect
5 Ridge Road.

6 SPEAKER: Yeah, 'cause what would happen
7 then is, you know, it's [inaudible] people coming
8 down Creedmoor Road who just got left behind them
9 all.

10 SPEAKER: Correct. Right.

11 SPEAKER: And that would be their, sort
12 of, their cut through, right?

13 SPEAKER: That's right.

14 SPEAKER: And then the cut through can be
15 [inaudible]--

16 SPEAKER: It wouldn't even -- yeah,
17 that's right. Excellent point. It wouldn't even
18 be just the mall it would be someone coming down
19 from Creedmoor Road trying to get [inaudible].

20 SPEAKER: No problem there --

21 SPEAKER: Who'd want to go that way?

22 SPEAKER: See my -- my writing became
23 larger. I don't know if that will come through or
24 not.

25 SPEAKER: That's fine.

1 SPEAKER: Maybe they'll bold it on their
2 report.

3 SPEAKER: That's right.

4 SPEAKER: But what I have here is that by
5 solving one problem you could be creating another
6 even inadvertently. Ridge Road becomes the de
7 facto entrance, is no. I hope it is off the table;
8 it would kill the neighborhood. So just to
9 summarize no direct access to Crabtree Valley from
10 Ridge. Absolutely, none.

11 SPEAKER: Okay.

12 SPEAKER: Okay. And safety for students.

13 SPEAKER: Uh-huh.

14 SPEAKER: Yeah.

15 SPEAKER: Yeah and --

16 SPEAKER: Yeah.

17 SPEAKER: You know, I just also believe
18 in the preservation of our -- our, you know,
19 two-lane, tree-lined neighborhood and roads.

20 SPEAKER: Uh-huh.

21 SPEAKER: Uh-huh.

22 SPEAKER: We drive --

23 SPEAKER: Preservation of -- say that
24 again.

25 SPEAKER: Two-lanes.

1 SPEAKER: Two-lanes.

2 SPEAKER: Tree-lined.

3 SPEAKER: Tree-lined neighborhood roads.

4 Tree-lined neighborhood roads. I mean that's like

5 -- that's a nice --

6 SPEAKER: [Inaudible].

7 SPEAKER: That's just hilarious.

8 SPEAKER: Apparently, they could

9 [inaudible] days at -- it sort of feels like

10 they're in a rush to get this job done while they

11 have money in the -- in the bank kind of thing.

12 And they were sort of like do -- do the widening

13 there, that you were talking about, between here

14 and Crossroad. Let that project filter out rather

15 than try to get everything at once 'cause I just

16 feel like with this project going on, the other

17 project down at Wade Avenue, the widening of 440

18 there to Crossroads to six lanes, those three

19 projects all happening at the same time is going to

20 make -- let's make orange cones, like, all over the

21 place.

22 SPEAKER: Uh-huh.

23 SPEAKER: Yeah. I guess --

24 SPEAKER: Yes, the time and consideration

25 for the --

1 SPEAKER: Timing and consideration. I --
2 I agree.

3 SPEAKER: For simultaneous projects.

4 SPEAKER: I'd like to -- I'd like to make
5 sure they think about the two projects
6 holistically, you know?

7 SPEAKER: Uh-huh.

8 SPEAKER: To -- because one could play
9 off on another, but you're right, the timing is
10 going to be critical. And I guess the other thing
11 I would say, and we've talked about it a few times,
12 but inadvertently I'd hate for DOT to have a big
13 orange arrow saying detour and that detour is Ridge
14 Road.

15 SPEAKER: Make sure it says --
16 simultaneously on multiple projects.

17 SPEAKER: You know, I -- I would hate for
18 DOT to make Ridge Road a detour and just say well
19 we'll put it -- we'll put them down here for a
20 couple of -- of months or a couple of years. Any
21 -- please just think through those things. Even if
22 you don't plan to do that, think through where the
23 traffic going to go when you do this stuff. Now,
24 we know I think it's safe to say, we expect some
25 impact or in construction, we are think -- or I

1 think I'm prepared to accept some of that if it's
2 reasonable, but I would -- I just wanted to talk
3 through if I -- and is there a way to mitigate
4 that? Is there a way to mitigate speed during that
5 time? I don't think anyone wants, you know,
6 traffic bumps every, you know, 50 feet. But -- but
7 is there a way to mitigate that in some way? I
8 don't know.

9 SPEAKER: Yeah, because when they do that
10 widening, they're going to bring it down to one
11 lane, so it will be you know from 9 o'clock at
12 night 'til 6:00 in the morning, it'll be one lane.
13 And it'll be all backed up trying to get squeezed
14 in that one lane. And people are going to be off
15 and on the Ridge Road early in the morning.

16 SPEAKER: It's the -- it's a -- it's a --
17 water flows to its, you know, lowest point at least
18 and traffic does too. So it's going to find a way.
19 So we get that.

20 SPEAKER: Life finds a way.

21 SPEAKER: Life finds a way.

22 SPEAKER: So does traffic. All right.

23 So what I have here is just to summarize, I want to
24 make sure I get it right. So look at the project
25 time and holistic planning. No simultaneous

1 projects or at least look at it. I wrote down
2 orange cone areas, I mean, in my mind when you were
3 talking, I had this like, this image of like, don't
4 go here 'cause you have on Wade Ave. all these
5 lines and it's very similar to what I saw in
6 Fayetteville with the flood.

7 We had -- we were trying to go to my
8 father's birthday party in Virginia, and we
9 couldn't get out 'cause we were like, oh, if you go
10 this way it's, you know, stopped. Oh, this is
11 stopped. Oh, this is stopped. Oh, the 440, you
12 can't do that. You can't get down 95. You can't
13 even go back up and around. So that's kind of --
14 that was a weird sensation just being like being
15 orange coned everywhere and I had that image when
16 you said that. You know, at that I'm --it's almost
17 like, can't get out and in.

18 SPEAKER: That's -- that's affecting --
19 if they had 231 million bucks need to go spend like
20 now, I mean, having I-40 shut for two weeks and
21 I-95 shut for as long, I mean, they can take some
22 of that money and go, you know, harden those roads
23 up so they can tolerate just, you know, some of the
24 weather that -- that we get rather than just --
25 just throwing that out there.

1 SPEAKER: Just look at it. So think
2 through where the traffic is going to go to and
3 then, is there a way to mitigate traffic and speed
4 in impacted areas?

5 SPEAKER: Certainly during construction
6 can and -- and -- and then afterwards, you know?
7 So once again, what is going to be like during
8 construction and then at the -- the result of the
9 construction, what is it going to do?

10 SPEAKER: Very good. Okay. Excellent.
11 Anything else? All right. That was really great
12 feedback actually. That summarized probably -- I
13 would say that summarize everything that you've
14 covered. A good summarization. All right.

15 So for the last question, NCDOT wants to
16 know what can NCDOT do to demonstrate being a
17 partner with the community of stakeholders while
18 tackling the complex transportation challenges
19 created by rapid urban growth in Wake County? So
20 this question again is really centered around how
21 can they demonstrate being a partner to all of the
22 stakeholders? What are some of the ways that they
23 -- they can -- they can have that engagement and be
24 partnering with everyone?

25 SPEAKER: Okay. Transparency.

1 SPEAKER: Yeah.

2 SPEAKER: Which I think they're trying to
3 do. The fact that they're having these is a good
4 step. Thank you very much for doing this. It
5 helps. And that's -- that's -- that shows. Being
6 as transparent as possible with the results of
7 these things. I would also say a public statement
8 of somehow about understanding the importance of,
9 in our particular issues, the neighborhood quality
10 of life and any road safety. Understanding --
11 understanding the importance of safety,
12 neighborhood values that sort of thing and the
13 impact that traffic can have on neighborhoods and
14 committee to make that a priority to address
15 publicly, saying that, would be helpful to me. And
16 I think the other thing would be, and this is just
17 so that the -- the planners will hear this, the
18 deep pockets we're already alluded to once this
19 evening, so I'm not breaking new ground here. But
20 I'll say deep pockets and the loudest voices.
21 Don't drown out concerns of folks who just happen
22 to live along the street. Don't allow deep pockets
23 and loud voices to drown those -- those out in the
24 planning process. It could happen to -- too much
25 and you're giving us the chance to give input, we

1 appreciate that. And give us a chance to hear our
2 voices heard, we appreciate that, but we also know
3 that -- that, you know, sometimes other things can
4 -- can affect this and I just would hope that would
5 not be the case.

6 SPEAKER: Okay. So what I have
7 summarized, and we'll check it. I'm going to say
8 thanks. So transparency was number one. Listening
9 sessions help but be transparent with the results.
10 These are good. Appreciate the opportunity for
11 voices heard. You'd be interested in having them
12 do a public statement. Understanding the
13 neighborhood values and commit to it publicly.

14 SPEAKER: Right.

15 SPEAKER: And safety.

16 SPEAKER: In the neighborhoods, you know,
17 so --

18 SPEAKER: The values can go public and
19 safety. And then you were talking about deep
20 pockets and loudest voices. Don't allow these to
21 drown out the neighborhood voices.

22 SPEAKER: Right.

23 SPEAKER: Okay. Very good. Okay. Let's
24 come over here.

25 SPEAKER: Oh no.

1 SPEAKER: Come back to me. I'm
2 struggling. All right. In the middle here.

3 SPEAKER: You want to go, or you want me
4 to.

5 SPEAKER: Go head. But I -- I -- I think
6 --

7 SPEAKER: I just want to make sure that
8 the feedback [inaudible] decisions that isn't just
9 sort of like, okay we --we did our feedback, now we
10 going to go do what we want anyway, kind of thing.

11 SPEAKER: Uh-huh.

12 SPEAKER: 'Cause I --

13 SPEAKER: That's certainly my fear.

14 SPEAKER: Yeah, it looks good and all
15 that --

16 SPEAKER: That just seems like a PR spin.

17 SPEAKER: The decision has already been
18 made, right? But the listening is just sort of --

19 SPEAKER: So your concern is the have
20 decisions already been made?

21 SPEAKER: It just sort of seems like it.
22 It seems like they did a study with that when they
23 decided then, at that time, this was going to
24 happen. And there's been, you know, all sorts of
25 signs up and down Ridge Road. You know, and if

1 you've driven up on Ridge Road or not, but there's
2 a sign on, pretty much, every front lawn and people
3 are really concerned.

4 SPEAKER: I'm hardened, I think, that DOT
5 had understood that they've made some real missteps
6 at the start of this project. In terms of
7 statements that were made, in terms of how they
8 managed or were trying to manage input, and so
9 that's good. That's good that they recognize that
10 and so I appreciate that. So this process if it is
11 -- if they're true to the process, will be much
12 help -- more helpful. I also understand that
13 they're going to do something and we just want them
14 to do the right things and not -- and there are
15 probably thousands and thousands of us in this area
16 and not all of us will agree on what the right
17 thing is. But collectively we've got some ideas
18 and we'd like for those to be heard and acted on.
19 And if you can't do some things, tell us why.
20 Okay? That -- that would be -- or go a long way.
21 You said earlier -- Beth earlier tonight started
22 this by saying well, there might be technical or
23 environmental limitation -- you know, I got that,
24 but just tell us why. If you -- we -- we know that
25 you're not going to move Glenwood Avenue six miles

1 south, you know, and that would be -- that's fine.
2 You got to do kind of in within the corridor here,
3 but if there are limitations and cannot do some of
4 these things, please tell us why.

5 SPEAKER: I have a question on those,
6 more or less, statement --

7 SPEAKER: Uh-huh.

8 SPEAKER: -- for the --

9 SPEAKER: So you want explain -- so what
10 I have -- hang on just a second before I --

11 SPEAKER: Yeah.

12 SPEAKER: -- I hit you, I want to make
13 sure I get this. Process should be true to the
14 word. Collectively, we have ideas we want to be
15 heard and acted on. Tell us why. If not, if there
16 are limitations explain. Okay. Yes.

17 SPEAKER: My question would be I would
18 like feedback or an answer of what measures are
19 being implemented to ensure the safety of the
20 schools and students, especially as they walk to
21 and from school? So do you want me to put it down
22 in the question one here?

23 SPEAKER: I might do that, too. But for
24 here let's play -- you want specific --

25 SPEAKER: Yeah. Yeah.

1 and I'm not the only one.

2 SPEAKER: Exactly.

3 SPEAKER: All I want know is, you know,
4 3,000 families or something that are --

5 SPEAKER: Right.

6 SPEAKER: -- I mean, 2,000 families that
7 are impacted between the two public schools --

8 SPEAKER: Exactly.

9 SPEAKER: -- by this project on the road
10 that they both are directly on.

11 SPEAKER: Right. So -- and -- and in
12 other words, even in -- in terms of answering this
13 question for NC -- how can NCDOT partner better or,
14 you know, and -- and engage stakeholders maybe just
15 a direct engagement?

16 SPEAKER: 'Cause I think that's one of
17 the biggest reasons everyone has been so up in arms
18 is that was posed at the first meeting and they
19 said you're not even in -- oh, but we take in
20 consideration those community aspects, but I think
21 more than just yes, yes, settle down, would be
22 helpful.

23 SPEAKER: [Inaudible].

24 SPEAKER: [Inaudible].

25 SPEAKER: [Inaudible] settle down. This

1 isn't that important or that big a deal. And it's
2 the most critical thing for anybody.

3 SPEAKER: I think, for one thing, would
4 be anyone outside of the project?

5 SPEAKER: It's not in that little amoeba.

6 SPEAKER: I got it.

7 SPEAKER: It's -- were down, you know --

8 SPEAKER: But you would be as I
9 understood it inside the impact area?

10 SPEAKER: But I --

11 SPEAKER: Yes. Yes.

12 SPEAKER: Okay.

13 SPEAKER: It would be directly impacted
14 because --

15 SPEAKER: Right.

16 SPEAKER: -- the -- in the window is the
17 access to the road that were on.

18 SPEAKER: They must hear because you're
19 sitting in Martin Middle. Right?

20 SPEAKER: They realize, I think, that
21 people are just --

22 SPEAKER: You mean, that they let us use
23 the space?

24 SPEAKER: Well, that --

25 SPEAKER: Yeah. Yeah, but that --

1 potentially it's here, it's not -- well, we
2 could've gone at Crabtree Valley Mall, I suppose
3 and have our meeting there. That's in the impact
4 area but --

5 SPEAKER: Yeah, but it's not in the
6 project area. So I'm wondering if that wasn't
7 designed that way.

8 SPEAKER: I don't know how you can impact
9 half of Ridge Road and not impacting the other half
10 of it. I mean, but does it -- well, I don't know
11 why the line is drawn [inaudible] --

12 SPEAKER: Well, I -- I get why the line
13 is drawn there because, God bless them, they're
14 engineers. Anybody an engineer here?

15 SPEAKER: No.

16 SPEAKER: I'm sorry if you are.

17 SPEAKER: My dad -- my father is though,
18 so I don't know --

19 SPEAKER: Okay. It's drawn by an
20 engineer who thinks in very black and white terms.

21 SPEAKER: Yep.

22 SPEAKER: Yeah.

23 SPEAKER: And -- and it's, okay this is
24 the project, this is where we going to turn earth,
25 there's -- outside, we're not going to mess with

1 in terms of --

2 SPEAKER: [Inaudible].

3 SPEAKER: [Inaudible].

4 SPEAKER: [Inaudible].

5 SPEAKER: -- in terms of the NCDOT
6 partnership though, that might be an intersection
7 that you might want to see more of; is that
8 partnership with the city?

9 SPEAKER: Yes.

10 SPEAKER: And the school?

11 SPEAKER: Yes.

12 SPEAKER: Because that's what I'm
13 thinking I'm hearing from you. But I'm checking
14 this.

15 SPEAKER: You know, when -- we -- we've
16 seen literature on this, and we've -- had heard
17 this discussion, it's been -- been very clear over
18 and over again. Well, there's a city portion of
19 it, and then there's the state portion of it and
20 it's almost like the twain shall never meet. Well,
21 of course, it has to meet.

22 SPEAKER: Yeah. Right.

23 SPEAKER: And you hope that they're
24 talking, but I'm not really sure they are. You
25 know?

1 SPEAKER: Right. Right. Yes.

2 SPEAKER: That's what -- that's --

3 SPEAKER: So reassurance from the city
4 that the NCDOT project is aligned with what the
5 city wants would, I think, go a long way with most
6 citizens that are worried about this.

7 SPEAKER: Yeah.

8 SPEAKER: Yeah. Or at public meetings
9 have them sit next to each other or something. You
10 know you get the idea. I mean there's got to be
11 some coordination there and, at this point, I think
12 you -- a (sic) invisible show of that coordination
13 would be helpful.

14 SPEAKER: I agree. Because the
15 perception is going into this and -- and, you know,
16 there -- they're now, I think, trying to correct
17 that is just that they've been listening and like
18 yeah, yeah, we hear you. Don't worry, that's not
19 going to be a problem. We got this all figured
20 out. We going to do it anyway, kind of thing. You
21 know? And that -- that just --

22 SPEAKER: That's interesting that came
23 out -- as lifted up in conversation, so that in
24 terms of the NCDOT partnership that's not
25 necessarily just you all in the room, but your

1 perception -- you're coming at it from that
2 perception of are they even partnering with the
3 city? Are they coordinating with the city? Is
4 what I'm getting.

5 SPEAKER: 'Cause it felt like, yeah, like
6 their -- the big bully in the room and they're just
7 going to do whatever they want and everybody else
8 be darned.

9 SPEAKER: Yeah, that's -- that's not
10 good.

11 SPEAKER: And one of the -- the things I
12 heard raised is the timeline.

13 SPEAKER: Yeah, right. 'Cause it feels
14 like there's a freight train coming out of all
15 this.

16 SPEAKER: That's right. And -- and yet
17 there's still no plan to pull back on the timeline,
18 right?

19 SPEAKER: But they --

20 SPEAKER: I think what happened is they
21 got a transportation bond, and they got a bunch of
22 money allocated to fix this problem and now they're
23 going to spend that money to fix this problem.

24 SPEAKER: And I know the city said --
25 Eric Lamb said that fixing the traffic on Glenwood

1 is a priority for the city.

2 SPEAKER: Uh-huh. But I just don't want
3 the load to be distributed on [inaudible] --

4 SPEAKER: Right. Yeah, yeah, yeah.

5 SPEAKER: I mean, that's -- that's --
6 it's got to go somewhere.

7 SPEAKER: [Inaudible]. It's just how
8 [inaudible] when they sit, t doesn't mean that --
9 that's what I want.

10 SPEAKER: Yeah.

11 SPEAKER: Okay. So what I have here is
12 for NCDOT partnership is a direct engagement with
13 the schools and parents. That's one thing that we
14 talked about. NCDOT partnered with the city, not
15 sure they're talking. Reassurance that the city
16 and NCD are -- NCDOT are coordinating, a visible
17 show. And it feels like there's a freight train
18 coming.

19 SPEAKER: Uh-huh.

20 SPEAKER: Yeah. It -- it does. It feels
21 like the -- the city saying well, DOT this is their
22 project, they're -- they're going to fix it.

23 SPEAKER: There going to do it no matter
24 what.

25 SPEAKER: DOT saying well, it's really

1 the city this -- that's driving this kind of thing
2 and -- so there's a little bit of you know, feels
3 like there's --

4 SPEAKER: A little disconnect there?

5 SPEAKER: And it could be good

6 [inaudible] --

7 SPEAKER: [Inaudible].

8 SPEAKER: -- where they're just, you know
9 --

10 SPEAKER: Yeah. You know, like, don't --
11 don't tell me your problem, go talk to the city, or
12 the city says go talk to DOT.

13 SPEAKER: You know I suppose, being human
14 if we were sitting here tonight and we're convinced
15 -- absolutely convinced hey, there's not going to
16 be any impact on Ridge Road or the neighborhoods,
17 in fact, it's going to improve things we probably
18 wouldn't give a flip about it.

19 SPEAKER: We wouldn't be here.

20 SPEAKER: Really? But we feel
21 threatened.

22 SPEAKER: Yes.

23 SPEAKER: Yeah.

24 SPEAKER: Not by the project, but maybe
25 the outcome of the project, you know? Not by the

1 Glenwood interchange by the outcome of it.

2 SPEAKER: Right. Because of the shift?

3 SPEAKER: Yeah. Yeah.

4 SPEAKER: Because of the shift. I think
5 that that was -- that was really that come -- that
6 has really come out of this conversation. Quite
7 clearly, is that it's not just that the
8 construction or the columns or the -- or -- or the
9 -- it's not just planning of the projects, but the
10 impact of that change in pattern.

11 SPEAKER: Right.

12 SPEAKER: What that impact would have
13 into the future.

14 SPEAKER: During construction and after
15 construction.

16 SPEAKER: Into the future -- right. And
17 into the future.

18 SPEAKER: And you know, no -- and -- and
19 look the -- the folks upstairs have a tough job
20 here. Okay? Let's -- they've a real tough job.
21 They're trying to thread the needle through the
22 camel's eye, you know, through the, you know, eye
23 of the needle. And it is -- it is very tough, so
24 understand that. And again I know not that
25 everyone is going to be pleased, but we'd like to

1 feel a little more comfortable.

2 SPEAKER: Yeah. Like your actually
3 working for -- our interests are being considered
4 because, you know, if reducing the -- the traffic
5 is the goal we just don't want to part of that
6 solution.

7 SPEAKER: Hmm.

8 SPEAKER: That's true.

9 SPEAKER: That interesting.

10 SPEAKER: Or we could -- well, reducing
11 the traffic on the road and reducing the traffic
12 [inaudible] --

13 SPEAKER: At it -- yeah.

14 SPEAKER: [Inaudible].

15 SPEAKER: [Inaudible].

16 SPEAKER: Don't put there that traffic
17 [inaudible] onto the backs of Ridge Road.

18 SPEAKER: [Inaudible].

19 SPEAKER: [Inaudible] background. I'm
20 mean, they're -- they're staying objectively.

21 SPEAKER: Yes. Is just that's funneling
22 off.

23 SPEAKER: Okay. I'm going to write that
24 on important things just to be -- I think we did it
25 a hundred times, but that was -- also wanting to

1 make sure during construction of the project don't
2 funnel. Or don't --

3 SPEAKER: Don't use Ridge Road to solve
4 Glenwood's traffic problems.

5 SPEAKER: Yeah. Because we already have
6 cut through traffic.

7 SPEAKER: Yeah.

8 SPEAKER: I mean they had cut
9 through traffic.

10 SPEAKER: We want to solve that problem,
11 we don't [inaudible] --

12 SPEAKER: We want to solve that problem.
13 We don't want to make it worst.

14 SPEAKER: And you've been around it a
15 long time, I mean, I've seen Strickland Road go
16 from mailboxes to, you know, where it is today.
17 All the -- all the [inaudible] --

18 SPEAKER: When we first moved to Raleigh,
19 Highway 50 was two-laned North of Milton.

20 SPEAKER: Yeah, it was a 20-hour speed
21 limit. And people living all up and down that
22 road.

23 SPEAKER: Yeah.

24 SPEAKER: Yeah. That's interesting.
25 Don't use Ridge Road to solve Glenwood traffic

1 problems. We already have that.

2 SPEAKER: Six Forks is the same way, that
3 [inaudible] --

4 SPEAKER: Okay. Say it [inaudible] --

5 SPEAKER: [Inaudible].

6 SPEAKER: I mean, everybody who are in
7 that area -- I think they said there's 65 people
8 moving here every day.

9 SPEAKER: Oh, yeah. My son and I would
10 ride our [inaudible] on Six Forks Road.

11 SPEAKER: Yeah.

12 SPEAKER: To the area. That's -- massive
13 trouble so --

14 SPEAKER: There was no traffic, we'd just
15 ride our bikes on Six Forks Road.

16 SPEAKER: Okay. So what I want to end
17 with and I know we're a little early, but I think
18 we got through all of it, is what is next?

19 So I'd like to share with you
20 what they would like to communicate as to
21 what -- what is next. So as you heard
22 earlier in your session, the comments are
23 going to be listened to. All of them
24 including the tape.

25 SPEAKER: And -- and thank you for doing

1 that.

2 SPEAKER: And the recording and -- and
3 these illustrious, well-written notes.

4 SPEAKER: Legible. Legible.

5 SPEAKER: Copious. Copious semi-legible
6 notes. And -- and -- so all of this going to be
7 kind of aggregated into a report that will be
8 provided to NCDOT, and to the engineers for their
9 design concepts and posted on the NCDOT website.
10 Okay? So all of your feedback here tonight will be
11 used to generate that -- that information in that
12 report.

13 SPEAKER: Who generates the report? Who
14 takes the minute and [inaudible] --

15 SPEAKER: It will be Partners for Impact.

16 SPEAKER: Okay.

17 SPEAKER: So the same folks that -- that
18 have organized the listening sessions from all -- I
19 think it were four, five of them, they will be
20 generating this report. So -- so they have quite a
21 bit of work to do. And I was a little you know,
22 surprised -- nicely surprised that they're --
23 they're committing to get that done really in like
24 a month, right? Because they said early, you know,
25 in Novemberish time period to have that aggregate

1 -- aggregated report done, so hopefully, all of
2 these tools will help them do that.

3 And so then the report, we said it was
4 going to be on the website, and the engineering
5 firms are going to generate that, and then what I
6 heard is these ideas will help them generate --
7 they're up to, right, nine different designs
8 concepts, I think is what I heard. And then they
9 will bring those design concepts then back to then
10 to the community. So I don't think that you know,
11 they're certainly not going to have one -- one and
12 done. What I heard is that they will have some
13 design concepts. However, many they come up with,
14 out of three different engineering firms. And they
15 will likely have -- or they will have some
16 engagement with the community after that, probably
17 to engage and see, you know, which -- which one --
18 what the feedback for each of those would be. So
19 they can then move forward.

20 SPEAKER: Do you know when they're taking
21 out the contract? Do you know when they actually
22 going out to look for -- for bids on the contracts?
23

24 SPEAKER: I don't know that.

25 SPEAKER: What --

1 SPEAKER: [Inaudible].

2 SPEAKER: [Inaudible] end of the year.

3 SPEAKER: They're supposed to bid by the
4 end of year, that's what they [inaudible].

5 SPEAKER: But this is so I can be there
6 to be ready [inaudible] year.

7 SPEAKER: Questions. What is the
8 timeline for what? What -- what specifically? For
9 the project or for these listening sessions?

10 SPEAKER: Yes.

11 SPEAKER: Well -- well, I think it
12 [inaudible] start with, you know.

13 SPEAKER: Should bullets for feedback,
14 bidding.

15 SPEAKER: Design.

16 SPEAKER: Yeah.

17 SPEAKER: Decision-bidding and then, you
18 know --

19 SPEAKER: And contracts should be --

20 SPEAKER: Contract and shovel in the
21 ground. I mean, what's the timeline?

22 SPEAKER: Because I know the little
23 yellow X isn't gone over all the roads. They have
24 already done all the surveying.

25 SPEAKER: Right.

1 SPEAKER: So they already spent some
2 money doing that.

3 SPEAKER: And then we have -- let's see
4 --

5 SPEAKER: Do you want me to read to you
6 again?

7 SPEAKER: What measures --

8 SPEAKER: Implemented.

9 SPEAKER: -- being implemented? This is
10 just that one.

11 SPEAKER: To ensure safety of students.

12 SPEAKER: What kind of engineering do you
13 -- can you do?

14 SPEAKER: Electrical. Well --

15 SPEAKER: Oh, no. You too? Okay.

16 SPEAKER: Yeah. It's more networking
17 stuff.

18 SPEAKER: Oh, okay.

19 SPEAKER: Computer science, but it was an
20 electrical engineer there for a little while.

21 SPEAKER: I work with a bunch of double
22 [inaudible]. I was in the utility business for
23 years.

24 SPEAKER: Oh yeah. Okay.

25 SPEAKER: And you know, it be like,

1 you're dealing with -- we've a major issue. Well,
2 that's outside the fence, I don't care about that.
3 No, we've got care about that, you know? I don't
4 -- I don't -- what I -- goes inside the fence is
5 our business and we're not going to do that at all.
6 I don't care about outside the fence.

7 SPEAKER: Okay. Are there any other
8 specific questions, and I'm going to put questions
9 for NCDOT to answer.

10 SPEAKER: Right.

11 SPEAKER: Now, they did say that they're
12 going to be -- representatives out there, so if we
13 get done early you can go out there and try to find
14 them, but I think it's great if we capture some of
15 the ones that are really important to answer, so
16 that they can understand what their feedback
17 mechanism would be.

18 SPEAKER: Do we want to ask a question
19 about the plans for during the construction of both
20 the timeline and the two projects and where they
21 will be rerouting traffic during that period?

22 SPEAKER: I think that will depend on the
23 actual design.

24 SPEAKER: I bet they don't know yet.

25 SPEAKER: Yeah.

1 SPEAKER: Yeah.

2 SPEAKER: I guess the main concern, to
3 me, is -- is give it the do all listening sessions
4 that, you know, from what I'm hearing it hasn't
5 impacted the timelines at all. And I don't know
6 how you gather all this information and in good
7 faith, you know, reevaluate your design. You know
8 and change if needed if the timelines are already
9 set.

10 SPEAKER: Well, that's the thing if
11 they're saying then well, we don't have any designs
12 yet.

13 SPEAKER: Yeah.

14 SPEAKER: How are they going to do
15 anything?

16 SPEAKER: They -- they have designs.
17 They -- they definitely have designs in the
18 timeline.

19 SPEAKER: If they got a timeline.

20 SPEAKER: Unless, it's all for show.

21 SPEAKER: Yeah.

22 SPEAKER: Well, that they're going to
23 have a --

24 SPEAKER: So they have designs, possibly.
25 You're wanting -- that's a thought?

1 SPEAKER: We're saying they don't.

2 SPEAKER: That, yeah, that -- well,
3 there's -- there was nine -- nine out of six, is
4 what we're hearing.

5 SPEAKER: Well they're saying they're
6 going to generate that many, but which means --

7 SPEAKER: They said, no more -- they
8 generated until this information comes through,
9 that's what she said to me.

10 SPEAKER: So there are some questions as
11 to the designs?

12 SPEAKER: Oh, like -- well, are there
13 designs or --

14 SPEAKER: Are there designs? Good.

15 SPEAKER: No, are there --

16 SPEAKER: This goes back to the
17 transparency thing --

18 SPEAKER: Yeah. Right.

19 SPEAKER: -- that I mentioned.

20 SPEAKER: Exactly.

21 SPEAKER: They're saying there's not
22 designs, but how can they know it's going to nine
23 designs and if -- if there no designs?

24 SPEAKER: Well --

25 SPEAKER: They said up to nine. They

1 credible the listening sessions are in terms of
2 driving decisions or if the timeline is already set
3 the decisions in place.

4 SPEAKER: How credible are the listening
5 sessions? And then, timelines already in place?

6 SPEAKER: Here's one thing they may also
7 want to publicly do. They might -- may want to
8 specifically state what all the survey work is for.

9 SPEAKER: Yeah.

10 SPEAKER: Is it for hydrological stuff?
11 If it's for geological stuff? If it's just to lure
12 the territory in which you go there, that's one
13 thing. Because you can't do a design until you
14 have that stuff, right? So I'm all for that, and I
15 would accept that as a -- as an answer, but you see
16 a lot of yellow flags, and you see a lot of, you
17 know, survey work, what are they call those things?
18 Anyway, the surveyors out there. What specifically
19 is the purpose the -- of all this? Is it to
20 prepare and what specifically are they looking at,
21 so they have that in -- in the can, so they can
22 work from it? It -- it just have -- say that, I
23 mean, just tell people what that was about and that
24 it --

25 SPEAKER: So it seems like it might have

1 SPEAKER: The first -- where they did not
2 have their act together. Made some statements that
3 were inappropriate or certainly not correct and now
4 you've lost the element of trust.

5 SPEAKER: What do they say about that?

6 SPEAKER: We're requesting timelines.
7 Were there -- were there plans or no plans? What
8 are their timelines or no timelines? And they've
9 lost that trust, you know, so just saying this is
10 why we're out there and this is what we have to do.
11 And there will be more surveys after the design,
12 but -- I don't know. I -- people I think are
13 assuming because they're seeing that, okay they're
14 surveying to a plan. So tell us what that's about.

15 SPEAKER: All right. Got it. So
16 publicly state what's the surveys are for. The
17 current work.

18 SPEAKER: The current work that's out
19 there.

20 SPEAKER: [Inaudible]. Current work.
21 Publicly answer the questions. People jumping to
22 conclusions based on current work. Element of
23 distrust. Did not have their act together.

24 SPEAKER: For what it's worth. I think
25 they know that you know, now, but so --

1 SPEAKER: But -- but what I heard, the
2 positive note, I'd love to end it on a positive
3 note, would be that this was something that you
4 felt was probably in relation to that and a
5 response to that and is in the right direction.

6 SPEAKER: Yes. And we felt it was worth
7 out time to come out here and spend a couple hours
8 talking about everything. So you can [inaudible]
9 --

10 SPEAKER: Yes. Absolutely.

11 SPEAKER: Yeah. Obvious -- I mean,
12 that's -- for -- for you all, as -- as far as a
13 facilitator and I'll put on my city hat as well, I
14 love when I see a group of concerned citizens come
15 and spend their night, especially when it's, you
16 know like a key night.

17 SPEAKER: [Inaudible].

18 SPEAKER: Your night.

19 SPEAKER: Yeah.

20 SPEAKER: This is us. We're [inaudible].
21 We back on tonight. Not going to miss it.
22 [Inaudible] kidding, but honestly when you -- when
23 you come out here and spend your time, and bring
24 your kids, and miss your dinners and all of that,
25 it just speaks a lot to your -- your credibility as

1 good citizens and to the faith you have in your
2 institutions that they're going to listen to you.
3 And that your impact is real and that -- or that
4 your feedback is real and then it will impact their
5 work moving forward. So as a facilitator I'd like
6 to thank you for your time because that -- that --
7 that speaks very highly of you and your community
8 of which I'm not even a part of.

9 SPEAKER: Yeah.

10 SPEAKER: But -- yay. Let's give
11 yourselves a round of applause. That was
12 fantastic.

13 SPEAKER: Are -- are we free to go?

14 SPEAKER: I'd argue we can hang out here
15 for another half an hour or you can go find
16 yourself a NCDOT person.

17 SPEAKER: Yeah. [Inaudible].

18 SPEAKER: Yeah. That's true.

19 SPEAKER: Right. Yeah. [Inaudible]. Go
20 get that very [inaudible] really quickly.

21 SPEAKER: It's amazing what electronics
22 will do, isn't it?

23 SPEAKER: Tell me about it.

24 SPEAKER: [Inaudible].

25 SPEAKER: [Inaudible].

1 SPEAKER: Yeah.

2 SPEAKER: You love it and hate it.

3 SPEAKER: Thank you very much, everyone.

4 Thank you.

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